Doppelmayr®

WIR

The Customer Magazine of the Doppelmayr/Garaventa Group Issue 1/2015

40th Year/No. 195

We are 3S

Perfected in practice:
Every 3S lift is a pioneering achievement

Twelve million car-free trips

Emission-free urban ropeway network above the roofs of La Paz and El Alto

Ropeway installation around the globe

Our fitters install cutting-edge ropeways at sites ranging from the tropics to altitudes of 3,000 meters

28-TGD 3S-Pardatschgrat, Ischgl, AUT

Who installs 60 m towers at an altitude of 3,000 meters?

Our installation department in Wolfurt erects ropeways around the globe – a profile.

New courses for everything there is to know about ropeways

The skilled handling of equipment by qualified personnel ensures top availability and comfort.

A strong year with strong partners

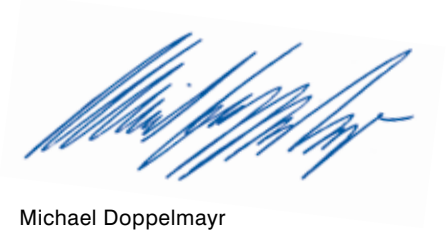
Fiscal 2013/2014 proved to be another very good year for the Doppelmayr Group. We worked with 84 customers to build 117 ropeways which incorporated many new developments as well as marking new records. These achievements are positively reflected in our results for the year. An increase of almost eight percent took sales revenues to a new high – a record which should not be taken for granted. All our employees worldwide work hard and are always willing to go the extra mile to accommodate our customers' wishes.

Ischgl is a case in point: The reversible aerial tramway Piz Val Gronda and the new 3S lift up to the Pardatschgrat were huge challenges which were mastered with great professionalism together with the team from the Silvrettabahnen operating company and to their complete satisfaction.

It is this outstanding collaboration and the trust placed in us by our long-standing customers and partners that fill us with pride. Many other projects in the world's ski regions are further proof of this fact and underline the importance of winter for Doppelmayr. Ropeways for winter tourism have always constituted our key market and will continue to be our major focus of attention in the future.

At the same time, we welcome the challenges posed by the urban sector, which is marked by particularly dynamic development in South America. The world's biggest ropeway network in La Paz/Bolivia, consisting of three ropeway systems, has already been completed; new projects are already on the table. We see great potential here and are excited by the prospects for further development.

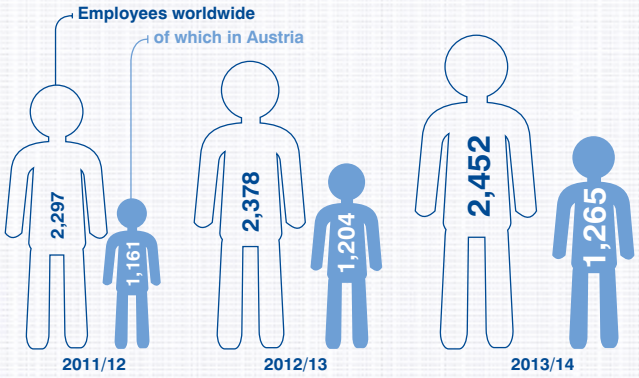
We shall continue to maintain, if not improve, our performance in the future. The top priority for the entire Group worldwide will be to focus on quality and attention to detail. Judge us by our own aspiration – to build the best ropeway solutions in the world.



Michael Doppelmayr
CEO

Record sales figures are no mean feat

In the fiscal year 2013/14, the Doppelmayr Group recorded annual sales revenues of EUR 858 million euros – a significant rise of almost eight percent over the previous year. The successful teams within the Doppelmayr Group built 117 ropeways for 84 customers worldwide, mastered innumerable challenges and also opened up new markets. Once again the Group succeeded in consolidating its position as an international player. The latest milestones in ropeway technology include major projects in Sochi and Ischgl. |1

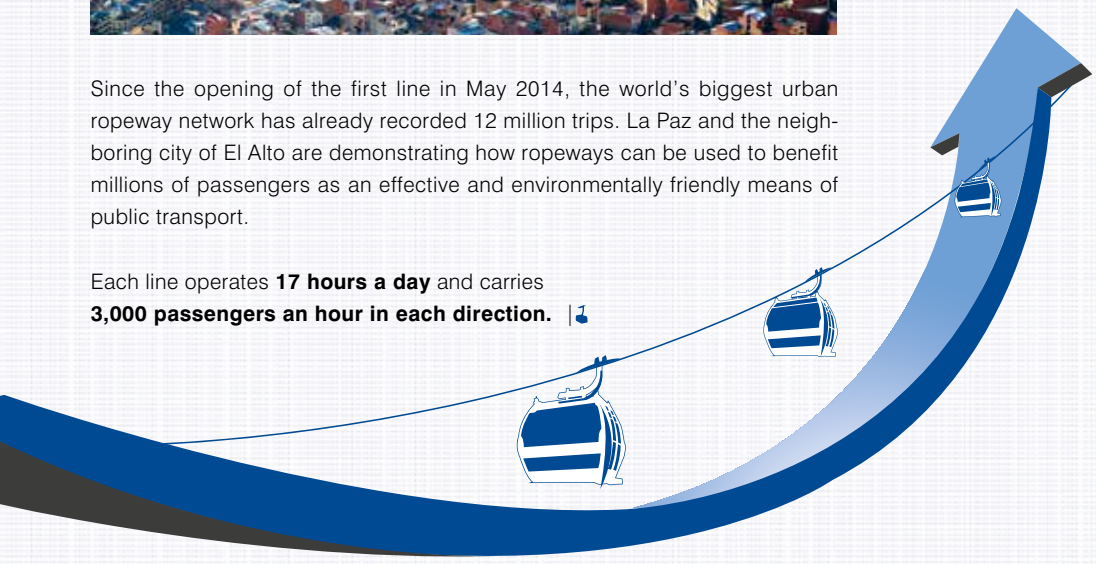


Líneas Roja, Amarilla, Verde – The world's biggest urban ropeway network in Bolivia

Since the opening of the first line in May 2014, the world's biggest urban ropeway network has already recorded 12 million trips. La Paz and the neighboring city of El Alto are demonstrating how ropeways can be used to benefit millions of passengers as an effective and environmentally friendly means of public transport.

Each line operates **17 hours a day** and carries **3,000 passengers an hour in each direction.** |1

12 m



Austria's ropeways in figures

The economic importance of Austria's ropeways is significant. Every year, ropeways throughout the country carry almost 590 million passengers. The snow lovers among them spend in excess of 7 billion euros annually on winter sports in Austria's mountains. Austrian ropeways provide full-time employment for over 83,000 people.

585 million passengers

Total spent by winter sports enthusiasts 7.2 billion

83,100 full-time jobs provided by Austria's ropeways

Source: Austrian Association of Ropeway Operators, WKO Austria; status winter 2014

World's most widely circulated ropeway magazine

As well as a brand-new look, the Doppelmayr/Garaventa Group's customer magazine now boasts even more exciting content. With a print run of 11,000 copies, WIR is the most widely circulated ropeway magazine in the world. It can be read worldwide – and also online. The magazine is translated into 12 languages, which include Portuguese, Czech and Russian. WIR was first published 40 years ago.

11,000 copies

12 LANGUAGES

Chinese, Czech, English, French, German, Italian, Polish, Portuguese, Russian, Slovak, Slovene, Spanish

40th Year

We welcome your opinions on the new design as well as any ideas and suggestions you might have. Simply write to us at: dm.wir@doppelmayr.com

100,000 page views per month

On average, the new Doppelmayr/Garaventa Group website attracts over 100,000 page views a month[1]. Roughly 22 percent of users access the site on mobile devices.

The company's YouTube channel also attracts high visitor numbers: A monthly average of over 23,000 people watch the videos to find out more about the ropeway specialists. Since the channel was launched in June 2011, the Group's videos have been watched by more than 900,000 users.

[1] Evaluation period: January to December 2014

www.doppelmayr.com

We are 3S

Every 3S lift from Doppelmayr/Garaventa is a milestone in itself. There is always a solution – even for the most unusual requirements. The references speak for themselves.

28-TGD Peak 2 Peak, Whistler, CAN

- Very high wind stability
- Speed up to 8.5 m/s
- High capacity up to 5,500 passengers per hour and direction
- Biggest unsupported rope spans: orld record over 3,000 m without towers
- Top availability (no waiting times)
- Comfort and safety at the highest level

What could be more uplifting than to glide over mountains, valleys, cities and famous landmarks? Not much. That's why the Doppelmayr/Garaventa Group builds ropeways. And ensuring that passengers arrive at their destination quickly and in comfort irrespective of the weather has long been the norm. The ropeway professionals rely on cutting-edge ropeway technology. They were quick to recognize the potential of tricable technology and perfected the system in practical application.

Every 3S lift is an innovation in itself

It all began when Gottfried Hofmann and Fritz Feuz from what was then Von Roll Transportsysteme AG hit on the idea of designing an aerial lift combining the advantages of continuous-movement and reversible systems. Between 1991 and 1994, they worked on the development and design of the first 3S gondola lift in Saas-Fee. Doppelmayr took over Von Roll in 1996 and proceeded to successively refine the 3S technology. The year 2002 saw the installation of the 3S lift L'Olympique above the Olympic downhill course in Val-d'Isère. This installation was already capable of transporting 3,750 passengers per hour and direction at a speed of 7.5 m/s. Each project is unique and invariably incorporates major innovations – because different requirements and customer wishes continually lead to new developments.

The success story continues

The 3S in Kitzbühel followed in 2004. This Doppelmayr lift already boasted the characteristic 3S benefits: high wind stability and

Doppelmayr took the idea of the 3S from Von Roll and developed it further, ultimately perfecting the system on the basis of practical application. Numerous projects around the globe attest to this success.

capacity, the ability to cope with long rope spans plus low energy consumption. One of North America's major ropeway installations is the 3S Peak 2 Peak lift, which crosses the valley between the two ski resorts of Whistler and Blackcomb. With a rope span of 3,026 m, it is the aerial ropeway with the greatest distance between two towers and also reaches the greatest height above valley floor at 436 m. Further architectural and technical milestones were achieved by Doppelmayr with the 3S lift on Austria's Gaislachkogl. To address the geological conditions in the permafrost zone, special-design foundations were provided for a 200-ton tower and the top station. Another pioneering achievement: This was also the first installation where Doppelmayr implemented its revolutionary recovery concept which does away with the need for a rescue ropeway. In a rescue scenario, the cabins can be returned to the stations.

A solution to every customer problem

No lift installation is like another. Doppelmayr welcomes customers with highly specific needs as well as geological and architectural challenges. At Germany's 2011 Federal Horticultural Show, the Koblenz gondola lift from Doppelmayr passed a particularly demanding endurance test while simultaneously setting a world record: The high-tech lift carried no less than 5.9 million passengers in just 185 days. At peak periods, the figure was 52,000 passengers a day, which included around 1,000 wheelchair users. The new recovery concept was also implemented on this lift.

World records at the Olympic Games

At the 2014 Winter Olympics in Sochi, the Olympic Village 3S lift acted as a feeder to the Olympic village and the finish zone. Doppelmayr made it possible for this installation to carry automobiles as well as passengers. In addition to the normal cabins, there are special carriers for transporting cars – and hourly capacity for up to 33 vehicles. Olympic Village is the world's first 3S lift with two sections and through travel. In the mid station, the cabins are attached to the other rope. This installation can carry up to 4,500 passengers an hour in each direction and is also the highest capacity gondola lift worldwide. Sochi's Psekhako lift holds two world records. With a travel speed of 8.5 m/s, it is the world's fastest detachable aerial ropeway. It is also the longest tricable rope worldwide at a length of 5,386 m. More than ten successfully completed 3S installations now in operation and another three projects under construction attest to the speed with which

BMW hitches a ride

The Gaislachkogl in Sölden provided the perfect backdrop for the spectacular launch of the new BMW 2 Series Active Tourer in summer 2014. A total of 500 motor journalists from around the globe took part in this media event. Much to the surprise of those present, the press reporters were not the only ones enjoying the ride up to the peak of the 3,048 m mountain. The Active Tourer was also taken up to the top and back again on a dedicated 3S carrier specially developed by Doppelmayr for this purpose – a truly breathtaking sight.

this attractive ropeway solution has found wide acclaim. But even the noteworthy achievements to date are no reason for Doppelmayr to rest on its laurels.

Ischgl is another resort with great ideas and the courage to tread new ground. They trust in Doppelmayr/Garaventa to help them turn those ideas into reality. Over the past two years, this close collaboration has led to the creation of two ropeway installations which made the resort's guests and the ropeway sector sit up and take notice. 2013 was the opening of the world's first reversible aerial tramway with seat heating, the Piz Val Gronda, and the pioneering Pardatschgrat 3S lift went into service at the start of the current winter season.

Pardatschgrat 3S – a trendsetter

To make sure that the growing number of guests visiting Ischgl can continue to enjoy the awe-inspiring mountain panorama as part of a safe and relaxing ride experience, the operating company Silvrettaseilbahn AG took the decision to build a tricable gondola lift up to the Pardatschgrat in 2012. The Doppelmayr 3S lift travels a vertical rise of 1,251 meters – a world record for this type of ropeway. The old detachable 4-seater gondola no longer provided the necessary capacity to act as the main feeder into the Ischgl/Idalp ski region. For this reason, the lower section of the existing lift was demolished and a wind-stable tricable installation was built, which starts out from the eastern side of the village and goes directly to the Pardatschgrat with no mid station. >>

Global 3S milestones of the Doppelmayr/Garaventa Group

28-TGD 3S Pardatschgrat
Ischgl (AUT) 2014

Vertical rise	**1,251 m** WR
Inclined length	**3,424 m**
Speed	**7.5 m/s**
Capacity	**2,800 PPH**

30-TGD Psekhako
Krasnaya Polyana, Sochi (RUS) 2013

Vertical rise	**1,096 m**
Inclined length	**5,386 m** WR
Speed	**8.5 m/s** WR
Capacity	**3,000 PPH**

30-TGD Olympic Village/Rosa Khutor
Krasnaya Polyana, Sochi (RUS) 2013

	Section 1	Section 2
Vertical rise	**496 m**	**194 m**
Inclined length	**1,736 m**	**1,460 m**
Speed	**4.5 m/s**	**4.5 m/s**
Capacity	**4,500 PPH** WR**, 33 cars/h**	

30-TGD Gaislachkogl 2
Sölden (AUT) 2010

Vertical rise	**864 m**
Inclined length	**1,848 m**
Speed	**6.0 m/s**
Capacity	**2,600 PPH**

35-TGD Seilbahn Koblenz
Koblenz (DEU) 2010

Vertical rise	**107 m**
Inclined length	**802 m**
Speed	**4.5 m/s**
Capacity	**3,800 PPH**

28-TGD Peak 2 Peak
Whistler (CAN) 2008

Vertical rise	**35 m**
Inclined length	**4,407 m**
Speed	**7.5 m/s**
Capacity	**2,050 PPH**

30-TGD 3S Lift
Kitzbühel (AUT) 2004

Vertical rise	**140 m**
Inclined length	**3,650 m**
Speed	**7.0 m/s**
Capacity	**2,100 PPH**

30-TGD L'Olympique
Val-d'Isère (FRA) 2002

Vertical rise	**853 m**
Inclined length	**2,148 m**
Speed	**8 m/s**
Capacity	**3,750 PPH**

WR **3S world record**

World first: The cabins on the Pardatschgrat 3S can draw power from a carriage dynamo – to heat the seats, for example.

Further technical details can be found on pages 12/13 (Innovation/Technology)

Top comfort and availability whatever the weather

As the lift lies in a very exposed location, wind conditions had previously forced the operators to close it down on 10 to 20 days per season. But that's now a thing of the past. The Pardatschgrat lift is particularly wind-stable, ensuring a high level of availability on this connection for passengers. This means that even on days with Föhn winds or other adverse weather, guests can look forward to enjoying their ride and arriving at their destination in safety. In terms of design and engineering, the Pardatschgrat 3S lift was very much a high-prestige project. The level of luxury and high tech incorporated in the new 3S lift in Ischgl exceeds anything seen before – even surpassing the stunning achievements in Sochi.

World first: energy-autonomous cabins

A particular highlight of the Pardatschgrat 3S is the unique power supply system for the cabins. They can draw a constant power supply, to heat the seats for instance, from a dynamo fitted to the carriage. Doppelmayr's 3S System Manager Peter Luger proudly explains: "Silvrettaseilbahn AG had extremely high requirements in terms of the equipment and the design. We were only able to deliver what they wanted within the stipulated time frame because in Doppelmayr's case the mechanical and electrical equipment is from a single source. The end result is really impressive." In Ischgl, the new cabin model Taris was used for the first time. The cabins are in a specially created red, black and white design, the Ischgl colors. Even the hangers were provided with specially designed cladding.

Construction challenges mastered with flying colors

Building the 3S lift posed huge challenges, which the Doppelmayr experts mastered thanks to their many years of experience as well as intensive consultation and special design solutions. First, planning the bottom station proved difficult due to the space restrictions. The fully automatic parking facility for the cabins was therefore placed in the station basement. The cabins are sent up to the station with the aid of a vertical conveyor. Second, the top station of the Pardatschgrat lift stands on permafrost which changes with temperature. To compensate for any ground movements, the design of the top station, which lies at an elevation of over 2,600 m, allows the structure to be raised by means of hydraulic jacks if necessary.

Successful long-term partnership

Doppelmayr/Garaventa has been Ischgl's exclusive ropeway partner for over fifty years. Doppelmayr project manager Egon Böhler sums up the relationship as follows: "Since 1965, we've successfully completed 44 lifts with Silvrettaseilbahn AG and mastered a large number of complex challenges. As well as creating trust in the partnership, that gives rise – as you see here – to the most stunning installations in the world." |1

Another world first in Ischgl

150-ATW Piz Val Gronda
First reversible aerial tram with seat heating
Opened: 2013
(Record construction time < 1 year)

50 years of successful collaboration with Doppelmayr

WIR spoke to Hannes Parth, Chairman of Silvrettaseilbahn AG

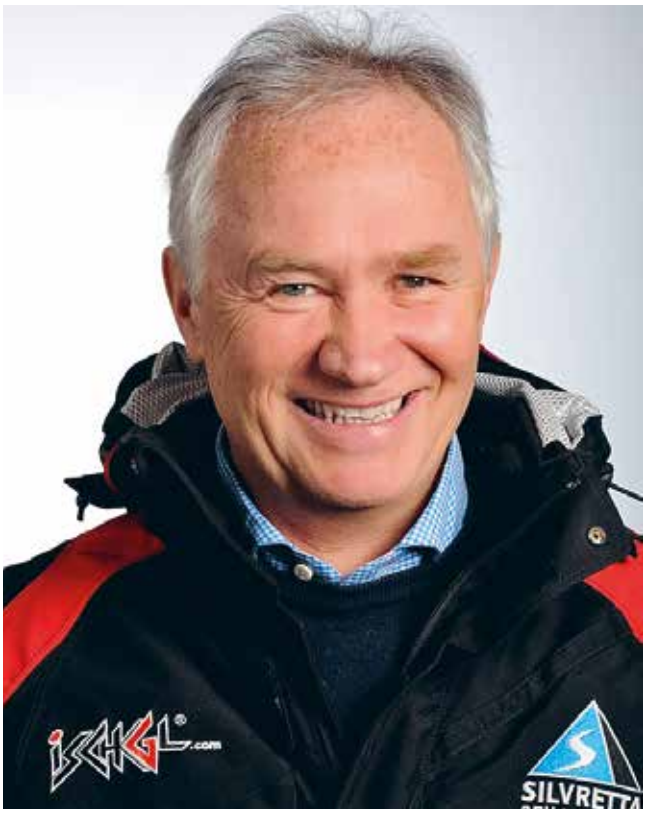
WIR. Ischgl has now been working with the Doppelmayr/Garaventa Group successfully for a good 50 years. What does it take for a long-standing partnership like this to work?

Parth: A business relationship – just like a personal relationship – depends on mutual trust and understanding. It's important to be receptive to the needs and wishes of the other side. And if conflicts or crises occur, then both parties have to work to arrive at an acceptable solution to make sure that future collaboration won't be clouded by past differences. That always calls for a certain amount of give and take. We've probably been pretty good at addressing all these aspects in the past.

WIR. The most recent major projects were the Piz Val Gronda reversible aerial tram and the 3S lift up to the Pardatschgrat. What were the planning and engineering challenges where Doppelmayr/Garaventa was concerned?

Parth: We fought for the Piz Val Gronda tram for 28 years because we took the view that this terrain, which was already envisaged in the early days of developing the ski area, was going to be of key importance for us. Over the years, successive projects were developed for all kinds of lift system, and in some cases orders were actually placed. At the end of the day, nature conservation considerations were decisive in the choice of a reversible aerial tramway. With its open stations and just two towers, this posed a challenge for the supplier. During the building phase there were also huge challenges for the manufacturer and the construction workers because of the lack of access to the line and the top station.

The Pardatschgrat monocable gondola was a product of the period of reflection imposed at the end of the eighties as a result of the ban on creating additional uphill capacity. That's why we weren't able to build the 6-MGD that we wanted at the time. But the 4-seater gondola has given us 20 years of good service. Despite the exposed position of the line, the lift was pretty wind-resistant with its small cabins. We have found, however, that the number of days with wind in the ski area has increased, so we ultimately decided on a 3S lift with no mid station. The limited space at the bottom station with its steep exit, the line and in particular the difficult geological conditions on the Pardatschgrat – permafrost and macro-scale ground movements – meant special demands in terms of planning and engineering.



WIR. What is the role of the two new ropeway installations for the Ischgl ski region?

Parth: As well as serving the downhill run from the top to the bottom station, the Piz Val Gronda tramway provides access to extensive and very attractive freeride terrain, which will provide great enjoyment for the growing numbers of skiers who want to go off-piste. The new 3S lift up to the Pardatschgrat now means that the second section of the old Pardatschgrat lift, which has been retained, can be used for repeat uphill trips. As a consequence, skiers can also take advantage of the attractive trails from the Pardatschgrat down to the mid station in the mornings – up to now that wasn't possible as the lift was always full of guests traveling up to the mountain from the base. With both installations, special emphasis was placed on the aesthetics of the station architecture. In addition, the ropeway equipment, especially the cabins, features the exclusively styled looks created by the Storz design studio. We provided a great deal of input here and the manufacturer was very amenable to our wishes. The cabins and hangers have come to represent new trademarks of our ski resort, something that is also being met with an increasingly positive reception among our guests.

WIR. What trends do you see for the future in this area and what do your guests attach particular importance to?

Parth: We're convinced that skiing and snowboarding are set to retain their appeal for many people in the future and we believe that we can win over new markets. However, it will be necessary to offer attractive alternatives alongside skiing as bad weather in particular is making it increasingly difficult to get guests out onto the slopes. For that reason, we've upgraded our restaurants in the past and switched to waitress service. Additional entertainment offers will nonetheless be necessary in the future. |

3S lifts and other “genuine” innovations

Doppelmayr/Garaventa sets milestones in ropeway technology. How is that done? It’s quite simple: by developing and implementing what the customer needs – it’s a well-known fact that the best innovations originate in the world of practice.

Tricable continuous-movement (3S) ropeways combine the benefits of gondola lift and reversible aerial tram in one innovative solution. They offer particularly high capacity and can carry up to 4,500 passengers an hour in each direction.

A tricable system consists on the one hand of two fixed, fully locked track ropes along which the cabin travels and on the other hand of a circulating haul rope to which the eight-wheel carriages are attached. The drive is therefore merely required to generate the pulling force. The track rope friction and the deflection forces on the towers are also lower. This means that the drive units on a 3S have a more compact design than on other lift types.

What makes 3S lifts from the technology leader so popular?

In terms of transport capacity and vertical rise, the 3S lifts from Doppelmayr/Garaventa take the lead worldwide. These high-tech ropeways also impress with their capability to cross the longest unsupported rope spans and their enormous wind stability as well as their low energy consumption. These are arguments which strike a chord among a growing number of operating companies. The detachable continuous-movement system offers users a comfortable ride experience even in the case of extreme conditions.

Cabin parking and goods transport with a vertical conveyor

Doppelmayr already attracted attention in Sochi with the vertical conveyor for parking the cabins on the floor below – an efficient and space-saving method for connecting the two levels. For Ischgl, Doppelmayr collaborated with LTW Intralogistics to give the high-tech elevator an additional function: It can be used to deliver goods direct to the third level.

Eye-catcher: the new Taris cabin

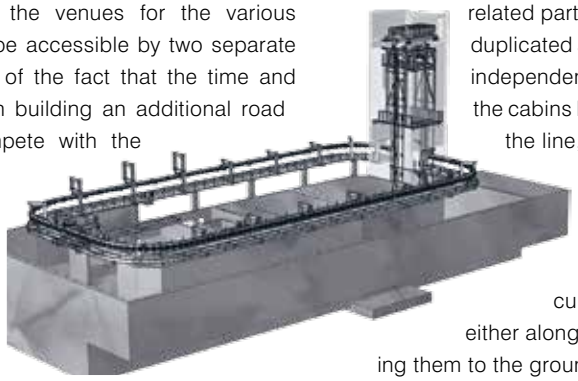
CWA developed the new modular design cabin, Taris, especially for 3S lifts, reversible aerial tramways and Funitels. This model features a strikingly innovative design and is configured for up to 45 standing passengers or, as in Ischgl’s case, for 28 seated passengers. Loading offers particular comfort with Taris. The automatic sliding doors open to a width of 1.50 m – which is wider than on conventional models and enables passengers to board with greater speed and safety. This means that two people can

Parking the cabins is a labor-saving operation: No intervention is required from the lift crew other than pressing a button. The cabins are then sent from the station to the fully automatic parking facility one floor below by means of a vertical conveyor. Highlight: The main lift does not have to be put into operation for cabin maintenance as the cabins can be automatically sent to the service platform.

embark side by side, halving the loading time. The interior of the new cabin model is equally impressive. The high quality of the finish and fittings makes every trip an enjoyable experience. In Ischgl, the cabin interiors on the Pardatschgrat lift feature indirect lighting as well as WLAN and PA system.

Proven vehicle transport

Although perhaps best known for its passenger ropeways, Doppelmayr also has a proven track record with installations that can carry vehicles. The company has now built several successful installations for automobile transport. The first of these was the Funitel for VW in Bratislava in 2002, which brings the vehicles from the assembly hall to the test track. This was followed by the automobile transport facility for Sochi. The International Olympic Committee (IOC) stipulated that the venues for the various events should be accessible by two separate routes. In view of the fact that the time and cost involved in building an additional road could not compete with the option of using a 3S lift for car transport, Doppelmayr was awarded the contract to build the ropeway. The 3S lift Olympic Village (Rosa Khutor) can either be used solely for passenger transport or for the simultaneous transport of vehicles. In the latter case, the high-capacity lift can carry 33 cars and 1,000 passengers an hour. The special feature: Vehicles can drive on or off at all the stations.



World first: carriage wheel generator

Thanks to the Doppelmayr carriage wheel generator, which is unique worldwide, passengers stay cozy and warm inside the 3S cabins all the way up to the top station. Three of the eight wheels on each carriage are used to produce energy as they run along the track rope.

Recovery concept:
All cabins retrievable at all times

Doppelmayr/Garaventa implemented its innovative recovery concept for the first time on the Gaislachkogl in 2010 as well as at the Federal Horticultural Show in Germany and now in Ischgl. It ensures that passengers can remain in the cabins in the event of lift failure. All function-related parts of the ropeway are duplicated and can be operated independently of one another. If the cabins become stranded on the line, they can always be moved to the nearest station, which entirely does away with the need for rescuing the passengers either along the line or by lowering them to the ground by rope.

Every ropeway project is unique. Countless factors require individual consideration in each case and the particular wishes of the customer are often key in the decision-making process. Close collaboration with customers, combined with the extensive pool of expertise built up over many years within the Doppelmayr Group, leads to innovations which provide real benefits for all Doppelmayr customers, in other words “genuine” innovations. |

Automobile transport by Doppelmayr

Doppelmayr also has a proven track record in ropeway transport for vehicles. The first car transport system was built for VW in Bratislava in 2002.

Funitel VW plant in Bratislava

Speed	**2.80 m/s**
Transport capacity	**67 cars/h**

30-TGD Olympic Village Sochi

Speed	**4.5 m/s**
Transport capacity	**33 cars/h plus 1,000 PPH or 4,500 PPH**
Load capacity	**2,400 kg (size: VW T5 Bus)**

Twelve million car-free trips

The world’s biggest urban ropeway network makes Bolivia a pioneer

The new ropeway network means reduced noise and emissions. Each of the network's three lines offers fast, comfortable transport for 3,000 passengers per hour and direction – much to the delight of the local residents.

La Paz and the neighboring city of El Alto are demonstrating how ropeways can be used to benefit millions of passengers as an effective and environmentally friendly means of public transport.

The world's biggest urban ropeway network recently went into service in Bolivia. La Paz lies at altitudes ranging from 3,200 m to 4,100 m, making it the highest seat of government on earth. On the Altiplano highlands to the west of La Paz is the even larger city of El Alto. The two cities have a joint population of almost two million inhabitants. Since 2014, the ropeway network has connected these adjacent urban agglomerations – by the shortest route crossing all obstacles along the way. A virtually noiseless and emission-free urban connection covering a total route length of 10 km runs above the city's rooftops. The three ropeway installations – the Líneas Roja, Amarilla and Verde – were built by the Doppelmayr/Garaventa Group on behalf of the state-run operating company Mi Teleférico as one of the biggest projects in the Group's history. The route encompasses eleven stations in total. "The government needed to take urgent action to ensure a sustained improvement of the inner-city infrastructure. The whole area around La Paz was suffering from huge traffic congestion problems. Several possibilities were looked at. Resolving 'the problem' with an urban ropeway network was not only the most efficient but also the most cost-effective option," explains Javier Tellería, CEO of Doppelmayr Bolivia.

> "A trip on the Línea Roja above the city takes just under eleven minutes – whereas doing the journey by car can take up to an hour or more."
>
> Javier Tellería, CEO Doppelmayr Bolivia

The individual ropeway lines are up to four kilometers in length and by carrying up to 3,000 passengers per hour and direction have provided significant relief for the road network and commuter traffic. However, traffic-weary road users and commuters are not the only ones to benefit. Tourism also has a brand-new attraction as the ride from El Alto down to La Paz provides one of Bolivia's most spectacular views. The difference in altitude between the city's periphery at the top of the basin and the southern districts further down the valley is 1,000 m.

Línea Roja: Three and one-half million trips – in just three months

In Bolivia, this ropeway network for urban transport is really something special and has scored a big hit with the local population. This is also one of the reasons why the opening of the first 2.3 km Línea Roja (red line) at the end of May was marked by a popular celebration. With a daily average of 36,000 passengers and a total of 3.51 million trips after just three months, the ropeway has already proved to be a major attraction as a modern means of transport and not only for the population. Bolivia's President Evo Morales expressed his pride in his inaugural speech: "La Paz-El Alto has become a model city."

La Paz Governor César Cocarico also praised the ropeway project: "The ropeway connects cities, lives, families. It has become the identity of La Paz and El Alto." The record for passengers carried in one day is currently 62,422.

Línea Amarilla: Climbing almost 700 meters up to an altitude of 4,000 meters

The second line in the world's biggest urban ropeway network has repeated the success of the Línea Roja. The yellow line, or Línea Amarilla, was officially opened by President Morales on September 15, 2014. The detachable gondola lift is almost 3.74 km in length and links El Alto with the southern center of La Paz. When traveling on the Línea Amarilla, passengers ascend a vertical height of 665 meters. This ropeway line, with its yellow ten-passenger cabins, is the longest of the three systems. The route extends from Estación Libertador to Parque Mirador at 4,075 meters above sea level. >>

And there's a nice bonus attraction: the best views of the city.

Línea Verde: The last link in the urban chain

The official inauguration of the Línea Verde by the Bolivian President on December 4, 2014 marked the completion of the world's biggest urban ropeway network. The Línea Verde (green line) is the third section in the La Paz-El Alto

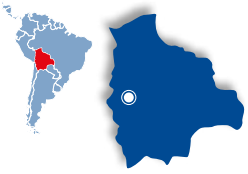
network and its top station connects up directly with the base station of the Línea Amarilla. With a route covering 3.7 kilometers, the Línea Verde is the second-longest line in the ropeway network. The entire Línea Verde lies within the city boundaries of La Paz. It encompasses four stations and provides access to the southern part of the city, the Zona Sur. With a total of 165 cabins, each offering space for 10 people, this line can carry 3,000 passengers an hour in each direction.

Together, the three lines have already recorded over twelve million trips – in less than six months. They all operate 17 hours a day. |

What does the customer say about the project?

"Doppelmayr is the global market leader in ropeway construction, a company that understands the reality in our country. They donned a 'Bolivian shirt'. They worked with us. They even exceeded what they had promised. And they succeeded in completing this project in record time. In future, people will talk about 'La Paz and El Alto before the ropeway' and 'La Paz and El Alto after the ropeway'." | César Dockweiler, Director of the state-run operating company Mi Teleférico

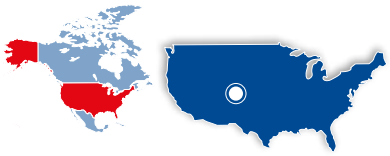
La Paz, Bolivia: Overview of the world's biggest ropeway network



Customer	**Empresa Estatal de Transporte por Cable "Mi Teleférico"**		
Supplier	**Doppelmayr/Garaventa Group**		
Route	**La Paz-El Alto**	Ropeway network	**3 detachable gondola lifts**
Cabins in total	**443**	Transport capacity	**3,000 PPHPD for each line**
Operating hours/day	**17 h**	Number of stations	**11**
Opening hours	**5.30am to 10.30pm**	Speed	**max. 5 m/s (18 km/h)**
Cabin capacity	**10 passengers**	Total length	**approx. 10 kilometers**

	10-MGD Línea Roja	10-MGD Línea Amarilla	10-MGD Línea Verde
Opened	**5/30/2014**	**9/15/2014**	**12/4/2014**
Route	**16 de Julio-Central**	**Parque Mirador-Libertador**	**Libertador-Irpavi**
Length	**2,349 m**	**3,737 m**	**3,706 m**
Trip time	**10.77 min**	**16.84 min**	**16.63 min**
Vertical rise	**400 m**	**665 m**	**128 m**
No. of stations	**3 (two drives)**	**4 (two drives)**	**4 (two drives)**
Cabins	**109**	**169**	**165**

New combination lift for Beaver Creek



The Centennial Express Lift provides a 35 percent increase in transport capacity over the old lift and can carry 3,400 passengers an hour.

Beaver Creek Resort – USA's luxury ski resort located in Vail Valley, Colorado, which plays host to the Alpine Ski World Championships in February 2015 – has replaced its existing high-speed detachable quad Centennial Express Lift with a high-speed detachable combination lift. "Beaver Creek will be kicking off the winter season with the new Centennial Express from the 'world ski lift champion' Doppelmayr," reports Austrian trade delegate Rudolf Thaler, based in Los Angeles. Doppelmayr is presenting a world first here. The Centennial Express – a unique combination of 10-passenger gondola and 6-seater chairlift – is the longest combination lift ever built by the ropeway specialists.

While a loading conveyor gives passengers convenient access to the chairs, there is an entirely separate loading zone for the gondolas. This lift is specially designed to address the differing needs of the users: Beginners – particularly children and ski schools – tend to opt for the gondolas, whereas proficient skiers usually prefer to keep their skis on and consequently use the chairs. The lift can also be used to transport guests in gondola cabins after regular skiing hours to Spruce Saddle (a group venue) on the mountain. |1

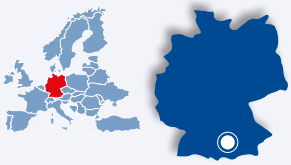
6/10-CGD Centennial Express

Customer	**Beaver Creek Resort**
Location	**Vail Valley (Colorado/USA)**
Lift type	**Combination lift for summer/winter operation**
Length	**2,368 m**
Capacity	**3,400 PPH**
Opened	**11/26/2014**

More information (and videos) on the Centennial Express can be found here:

www.beavercreek.com

Waldkopf lift upgrade



The new 6-seater chairlift and the extensive service center provide greater comfort and higher transport capacity.

Doppelmayr has built a new 6-seater chairlift in Bavaria's Sudelfeld ski area. The Waldkopf lift with child security lock, bubbles and comfortable heated seats replaced three surface lifts as from the 2014/15 winter season. As well as increasing capacity and significantly reducing waiting times, the Waldkopf lift makes access to the ski area much easier for children and beginners in particular. Doppelmayr supplied the ropeway hardware including the electrical equipment, and was also jointly responsible for the logistics, organization and coordination of construction work on the bottom station building. The multifunctional service center in the bottom station building houses not only the lift itself but also snow-grooming vehicles, ski hire, ski store and the ski school office. In future, a newly created natural storage pond will provide the water reserves for the snowmaking equipment in Sudelfeld. |1

6-CLD-B Waldkopf Lift

Capacity	**2,800 PPH**
Inclined length	**673 m**
Vertical rise	**226 m**
Chairs	**42**

Ride time to Vorarlberg's longest downhill run cut from 40 to 8 minutes

Silvretta Montafon, one of Austria's biggest ski regions, has been an attraction richer since the end of November 2014 with the start-up of the new detachable gondola known as the Panorama lift.

Winter sports enthusiasts can now reach the Kreuzjochsattel in just eight rather than the previous forty minutes while enjoying the comfort of modern 8-passenger cabins. When they reach the top, they are greeted by a breathtaking 360-degree view of Montafon with some 200 mountain peaks plus a top-class downhill run. At 12 km and a vertical drop of 1,700 m, the "Hochjoch Totale" is Vorarlberg's longest ski trail. "As well as shortening the trip time, the Panorama lift offers considerable comfort. It provides 65 cabins to carry our guests up to 2,400 m rather than the two chairlifts used in the past," explains Peter Marko, CEO of Silvretta Montafon Bergbahnen AG. |

8-MGD Panorama Lift

Location	**Schruns, Vorarlberg**
Lift type	**Detachable gondola lift**
Customer	**Silvretta Montafon Bergbahn AG**
Construction	**June - November 2014**
Trip time	**8 min**
Length	**2,297 m**
Vertical rise	**631 m**
Speed	**6 m/s**
Capacity	**2,345 PPH**

Did you know that ...

... the Panorama lift also makes an impressive contribution towards sustainability? After two years of operation as the Floriade lift at the World Horticultural Expo in the Dutch city of Venlo, it was dismantled in 2012 and, thanks to its modular design, reopened in Montafon in 2014.

... WLAN internet access is available in all 65 cabins of the Panorama lift? Project partners Input®, who develop experience concepts for tourist regions, and Loop21 made it possible.

... all the cabins are equipped with seat heating and PA system?

... the European Youth Olympic Festival (EYOF) took place in Montafon and in Liechtenstein at the end of January 2015? Doppelmayr attaches great importance to promoting young athletes and for that reason is a leading partner of the Austrian Olympic Committee (ÖOC).

New aerial tram doubles capacity

length of roughly one kilometer. It travels at a maximum speed of ten meters per second and climbs 425 vertical meters. Winter sports enthusiasts have been able to enjoy the new Davos-Ischalp connection since December 2014. |

The new reversible aerial tramway Davos-Ischalp in the Swiss ski and hiking resort of Davos Jakobshorn offers twice the capacity of its predecessor.

The new aerial tram in Davos replaces a 27-year-old installation and is the main feeder into the Davos-Jakobshorn ski region. It is used in the summer as well as in the winter. The new Garaventa tram has two spacious cabins, each providing ample room for 100 passengers – its predecessor was equipped with 50-passenger cabins. Not only the tram itself but also the upper and lower terminals have been replaced. The striking feature here is the modern architecture of the buildings. The new lower terminal was erected in front of the old one, making it necessary to build a special support structure. Another highlight: The new tram now has only one tower, rather than the previous two, over its

100-ATW Aerial Tram Davos-Ischalp

Customer	**Davos Klosters Bergbahnen AG**
Location	**Davos, Graubünden (CH)**
Lift type	**Reversible aerial tramway for summer/winter operation**
Length	**949 m**
Capacity	**1,220 PPH**
Opened	**12/4/2014**

Local mountain finally gets another lift

The Mythenregion hiking and ski area can at last be reached once again by means of a ropeway from Schwyz.

The completion of the new Rotenflue lift in 2014 means that the main town of Schwyz in the Swiss canton of the same name now has a lift providing access to the local mountain Rotenflue and the Mythen massif, as it did in the past. The modern 8-passenger gondola lift to the Mythenregion ski and hiking area operates all year round. It is directly connected to the local public transport system.

The old ropeway link consisted of two aerial trams and was dismantled over a decade ago when the operating permit was no longer renewed. One of the major considerations when planning the new lift was to identify the best possible alignment. Garaventa was able to deliver a special solution for the towers to suit the geological conditions. To compensate for any ground movements, 11 of the 16 towers and the mid station have been designed to allow realignment. Garaventa provided intensive project support and supplied all the electromechanical equipment. |

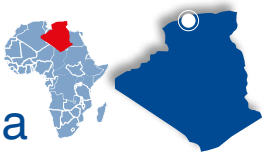
8-MGD Rotenflue Lift

Customer	**Rotenfluebahn Mythenregion AG**
Location	**Schwyz (CH)**
Lift type	**Detachable gondola lift for summer/winter operation**
Length	**2,830 m**
Vertical rise	**958 m**
Capacity	**800 PPH**

"The design concept for this lift has been well thought out through to the smallest detail and that's what makes it special. It's the first continuous-movement ropeway from Garaventa that stops at the platform to allow passengers to board in comfort. This gives a whole new meaning to the term 'family-friendly' in the ropeway business."

Nathalie Henseler, Project Manager and Managing Director of Rotenfluebahn Mythenregion AG

Pioneering achievement in Algeria



The new urban ropeway in Algiers has been successfully built on geologically difficult ground.

As a means of urban transport, ropeways already enjoy a tradition in Algeria. Following in the footsteps of Constantine, Tlemcen and Skikda, Oued Koriche is the latest of four ropeways which were simultaneously awarded to Garaventa AG and have been built in Algeria. The fact that the ropeway experts have a local presence with an extensive stock of spare parts is a great benefit for the operators, Entreprise du Métro d'Alger (EMA). Algiers has a population of some 4 million inhabitants and a high density of buildings, some of which are located on very steep slopes. As well as crossing these obstacles, the new ropeway links up the lower districts of the city with the central and upper districts. It also helps to prevent traffic levels in the city from increasing still further. The customer made a wise choice in selecting Garaventa. Construction proved to be more difficult than assumed due to the nature of the ground but was mastered with flying colors. The ropeway experts had to anchor the structures at a depth of 30 m using a total of 200 concrete piles. EMA opened the lift in 2014. |1

15-MGD Oued Koriche

Customer	**Entreprise du Métro d'Alger–EMA**
Location	**Algiers, Algeria**
Lift type	**Detachable gondola lift**
Max. capacity	**3,000 PPH**
Cabins	**72; 15 passengers each**
Rope length	**5,924 m total**
Construction	**2009-2014**
System length	**2,908 m**
Vertical rise	**307 m**
Opened	**9/15/2014**

	Constantine	Tlemcen	Skikda	Oued Koriche
Opened	6/5/2008	4/22/2009	9/9/2009	9/15/2014
Capacity	7,000 PPH	4,000 PPH	977 PPH	3,000 PPH
Total trips	Over 26 million trips to date			

Over 30 years of trust

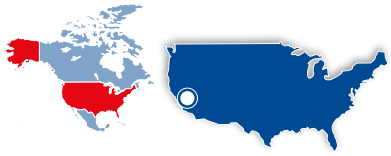
The Doppelmayr/ Garaventa Group has already built 21 lifts in Spain's biggest ski region, Baqueira-Beret. Jesús Serra is the name of the latest popular attraction. This modern quad chairlift is not just attractive but also provides a fast connection to the ski area.

The operating company in Baqueira-Beret has relied exclusively on Doppelmayr since 1982 – this successful collaboration has resulted in 21 lifts. In November 2014 – the year in which the winter sports resort celebrated its 50th anniversary – yet another lift went into service: the quad chairlift Jesús Serra, which replaces the triple chairlift Vista Beret. To help the customer when it came to evaluating the technical and financial options, the ropeway professionals devoted two months to an in-depth analysis of the requirements. The fact that the customer has a point of contact in Spain with the Doppelmayr subsidiary Transportes por Cable has always been instrumental in ensuring an excellent working relationship. |1

4-CLD Jesús Serra

Customer	**Baqueira-Beret, S.A.**
Location	**Province of Lleida, Spain**
Lift type	**Detachable chairlift**
Length	**1,965 m**
Capacity	**2,400 PPH**
Opened	**11/25/2014**

New mobility for the San Francisco Bay Area



The new Cable Liner links Oakland International Airport with the BART public transport network – in just 8.5 minutes.

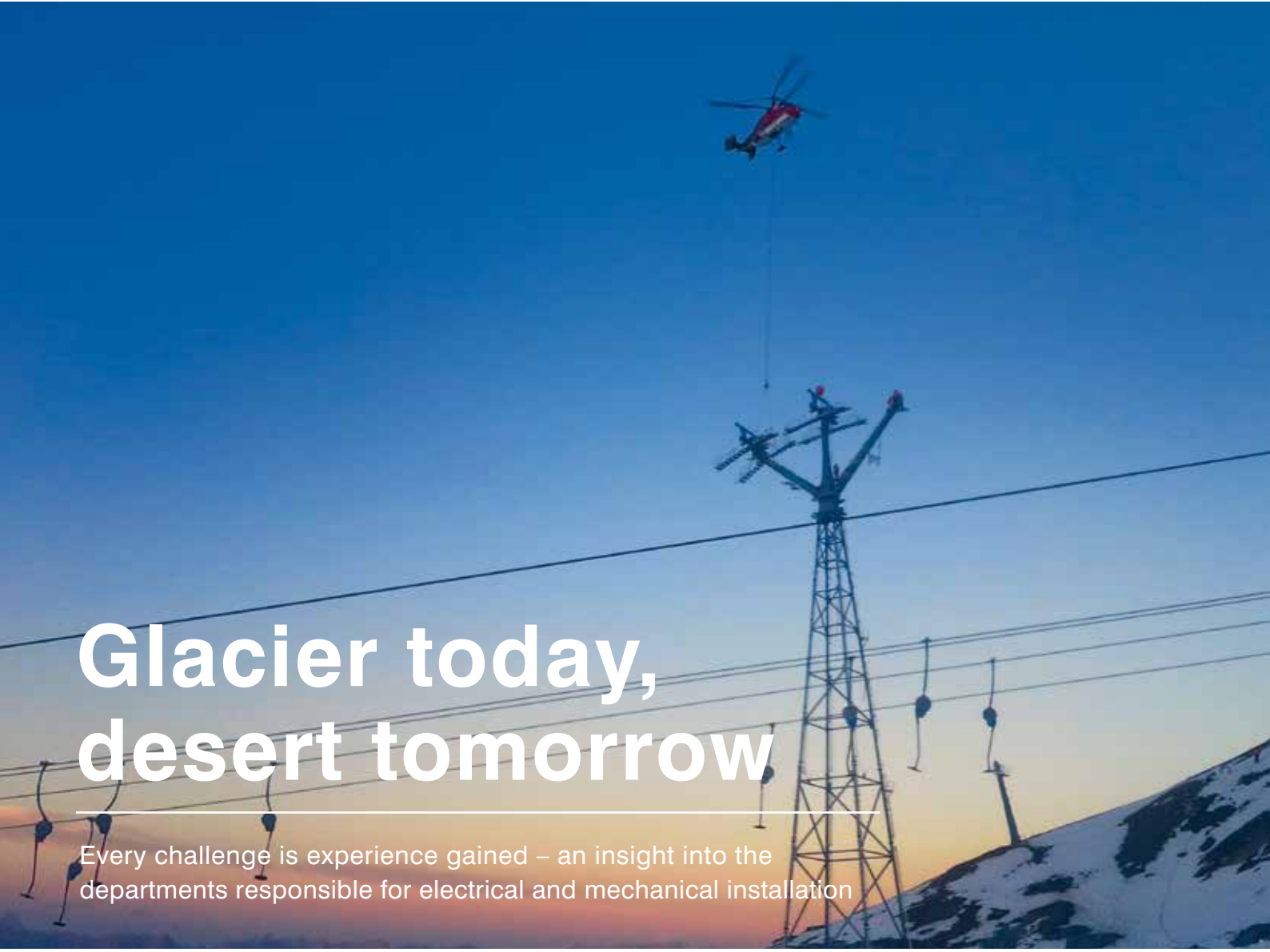
November 22, 2014 was a momentous occasion for Doppelmayr Cable Car GmbH & Co KG (DCC): It was the day on which the biggest project in the company's history officially opened for passenger service. This had been preceded by months of intensive testing, including a 30-day trial phase under real operating conditions. The result: > 98.0% availability during 20 hours of operation per day.

Initial efforts to connect Oakland International Airport and San Francisco to the local transit system (BART) go back as far as 1970. In 2009, DCC succeeded in winning the contract with a financially and technically impressive concept. This is the first automated people mover (APM) the company has installed as an airport link in pinched loop design. DCC's pinched loop system consists of double guideways on the line and single guideways in the terminals. The four trains can change sides via switch rails and are moved synchronously by four cable loops propelled from the mid station (Doolittle). In each station the train disconnects from the current haul rope and re-attaches to the next. This takes place when the rope is stationary and all the trains are stopped in the stations, each train being assigned to one rope.

The very latest design of equipment such as switch rails and grips were used on this installation. The four air-conditioned walk-through trains – each consisting of three cars – are equipped with a cutting-edge infotainment system. The cars rest on Jacobs arrangements. These new technologies, which were subjected to an extensive test program at an early stage (beginning in 2010) in order to guarantee their functionality and endurance, were a major factor contributing to the success of the project. Thanks to the convincing operation and maintenance concept, BART also awarded DCC the contract to operate the system for the next 20 years.

CLP Oakland Airport Connector

Customer	**San Francisco Bay Area Rapid Transit (BART)**
Opened	**November 22, 2014**
Length	**5,100 m (twin guideway)**
Speed	**14 m/s**
Trip time	**8.5 min (terminal to terminal)**
Capacity	**1,490 PPH**



Glacier today, desert tomorrow

Every challenge is experience gained – an insight into the departments responsible for electrical and mechanical installation

Who actually installs ropeways around the globe? The installation department at Doppelmayr Wolfurt consists of two sections: electrical installation and mechanical installation.

Cities lacking infrastructure planning, snow-covered mountain tops and isolated regions – nowadays, all these locations can be accessed or linked by modern ropeways and reap the benefits. The planning and construction of such installations call for in-depth know-how, experience and sensitivity. While projects are growing in size and complexity, and construction sites located in ever more exposed and remote areas, the time frames required for installation are getting shorter and shorter. But one thing is certain: Ropeway installation is challenging and above all never the same. The professionals who work in Doppelmayr's installation department are passionate about ropeways. The large number of successful projects completed around the globe has helped to build a wealth of experience which benefits customers on a daily basis. Doppelmayr's installation department is responsible for the planning, the be-all and end-all of successful ropeway construction. Doppelmayr fitters coordinate and supervise the construction crews on site. Intensive contact with the customer is also part and parcel of the daily routine. And, needless to say, Doppelmayr fitters have a head for heights. That's a must when you have to work on towers which can be up to 100 m tall. Fitters are required to undergo special training for working at heights because this is a safety issue.

> "We erect 60 m towers on glaciers, sleep in tents at altitudes of 3,500 m, install ropes above densely populated cities, build ropeways on mountains with no roads, sometimes walk for two hours in driving snow or tropical heat to get to the construction site. Whatever we have to deal with, the quality is right. Because we want success, stand together and feel we are all part of a family."
>
> Mathias Zudrell, Head of Mechanical Installation

Quality first, no matter how high the demands

The mechanical installation section erects all Doppelmayr ropeway systems – from surface lifts and detachable systems to special ropeways such as Funifors, Funitels and 3S lifts. The department employs 50 fitters as well as collaborating with freelancers and installation contractors worldwide. Installation activities are overseen by five operations coordinators. "Our fitters are the ones who actually put the individual parts together that go to make up a ropeway on site. In order to able to do that, they have to plan every step of the process through to the smallest detail – often for

With their great wealth of experience and a rock-solid head for heights, Doppelmayr's fitters perform a highly professional job on towers which can be up to 100 m tall.

months ahead. That way, we can make sure that the installation is completed on time and to the quality standards expected of Doppelmayr."

Organization, planning and teamwork

The electrical installation section is responsible for the installation and start-up of all the electrotechnical equipment. Up to 30 employees are deployed on a daily basis for customers around the globe. The members of the team come from different professional backgrounds and include electrical fitters, graduates from technical colleges as well as apprentice plant electricians or electrical fitters.

Heinz Wilhelmstätter, Head of Electrical Installation, outlines the work in his area: "The nice thing about the work in our department is that the fitters are very independent and cover a wide field but are nonetheless team players. They test the equipment, eliminate faults themselves when necessary and provide assistance along with an engineer from the planning stage through to the opening and beyond." And that's not all: "An electrical fitter has to organize his own helpers and materials while keeping an eye on the peripheral equipment – he has to know when the power is being switched on and when which sections have to be ready for it." For Doppelmayr's electrical fitters, creativity and a certain talent for improvisation are important and often decisive requirements alongside planning skills: "Things don't always go according to plan because there are so many factors that are beyond our control. In some countries, for example, information we need to do the job is not so easy to obtain, or not in the form required. Sometimes, that can be a real challenge," says Heinz Wilhelmstätter in conclusion. |1

"Our work is very varied and exciting. We get to travel the world. Despite the traveling, the social aspect plays an important role for us."

Heinz Wilhelmstätter,
Head of Electrical Installation

Video

Impressive photos showing the work of the Wolfurt-based installation department can be seen here:

www.ischgl.de/active/skigebiet/baublog-fakten

It’s time to expand your hydraulics know-how

Operators who take good care of their hydraulic systems are investing in availability, safety, reliability and comfort.

In 2015, Doppelmayr’s Customer Support Department will once again be offering numerous courses, for beginners as well as advanced practitioners, that ensure the safety, reliability, availability and comfort of ropeway installations. These will also include a series of hydraulics courses because the proper handling of systems on ropeways by trained personnel is crucial.

Alongside the services which the specialists from Customer Support perform on hydraulic systems worldwide, Doppelmayr also offers a large number of training courses at its Wolfurt plant. As well as increasing the safety, reliability, availability and comfort of the ropeway through their know-how, optimally trained personnel also help to reduce running costs. In 2014, over 300 people took part in courses organized by Doppelmayr Customer Support. Engineers and technicians from different specialist areas will again be providing training for operation and maintenance crews on all types of ropeways in 2015. The first hydraulics course on the Wolfurt training calendar will be held in the spring.

In-house expertise

Beginners and advanced participants learn all there is to know on topics related to ropeways in compact, practice-oriented training seminars with top instructors. This enables them to become in-house specialists for their respective operating companies. The content of the courses is just as varied as the skills and know-how of the participants. Ropeway operatives choose the courses best suited to their personal level of knowledge and training. The basic courses focus on topics which include the basic laws of

Tip

To ensure the safety and availability of a ropeway, the hydraulics and mechanics have to be maintained in perfect condition. Doppelmayr Customer Support offers a special service reminder for hydraulic systems. Customers who request a service in good time can be sure of securing the date they want. A service interval of three years is recommended.

Optimally trained operating and maintenance personnel can help to reduce the running costs of a ropeway.

physics as well as hydrodynamics, the transmission of energy, fluid flow and the law of hydraulic flow.

Know-how with added value

Personnel who take part in specialist courses acquire key knowledge regarding drives, bull wheels, rope tensioning systems, service and emergency brakes, universal shafts, gearboxes

and much more. They also learn all there is to know about hydraulic diagrams and units (e.g. troubleshooting on practice units and assessing oil quality).

Hydraulic service conserves resources

If a customer's trained personnel lack the time or resources to perform a hydraulic service on their own equipment, Doppelmayr Customer Support is pleased to assist. In 2013, its hydraulics experts carried out some 250 deployments worldwide. Doppelmayr has put measures in place to ensure it can maintain this workload. By setting up additional spare parts stores in different countries and expanding the hydraulics team, Doppelmayr Customer Support has increased its proximity to the customer – who benefits from shorter transport times and no longer has to wait for customs clearance. Response times have been shortened further thanks to the close-knit international network of service centers. This is a key factor when it comes to securing the increased safety and availability of a ropeway.

Customer service: utilizing synergies

When a customer requests a service date, Customer Support makes every effort to accommodate individual wishes. Those who plan well in advance can reap a whole series of benefits. The visit can also be used, for example, to carry out inspections required by the authorities or to prepare the required certificates. The Customer Support employee can also provide information on any spare parts that may be needed. Our customers also use the opportunity for personnel training and book the service date so that their team can increase their knowledge by looking over the shoulder of the Doppelmayr hydraulics expert.

Overview of hydraulics courses

Doppelmayr offers hydraulics courses for operating and maintenance personnel on all ropeway types – aimed at the basics as well as at advanced hydraulics know-how. The first courses begin in spring 2015.
Find out more in good time.

Extract from the training program:

- Fundamental principles of hydraulics
- Advance course in drives and hydraulics
- Lubricants, hydraulic oils, gearboxes
- and much more

For further information on these and many other courses in the Doppelmayr training program plus the up-to-date training calendar, visit: service.doppelmayr.com

Apprentice training

24 apprentices began their training in various electrical and metal trades at Doppelmayr in the fall of 2014. They will spend their apprenticeships at the Wolfurt plant. The training of skilled workers enjoys a long tradition at Doppelmayr. The international group has been training its own skilled workers under the dual education system since 1892 and provides many young people with an ideal start in the world of ropeway technology. |1

"Quality starts with the training."

Georg Dür, Head of Apprentice Training

Doppelmayr apprentice workshop

New apprentices from fall 2014:	**24 apprentices**
Total apprentices:	**89 apprentices**
Trades:	**Electrical engineering technician, Mechanical engineering technician, Structural steel technician, Machining technician**
Highlights:	**In-house apprentice training since 1892**
	Own apprentice workshop since 1979
	Apprenticeship Excellence Award since 1997

www.lehre-bei-doppelmayr.at

Two rankings in the top 10 "Best Family Rides in America"

In the middle of last year, the Theme Park Insider, an online guide to the world's favorite theme parks written by the consumers themselves, named the most popular family-friendly amusement and theme parks in the USA. With the Bayside Skyride at SeaWorld in San Diego (9th place) and Harry Potter's Hogwarts Express at Universal Studios in Florida (1st place), two ropeways from the Doppelmayr/Garaventa Group with CWA cabins have been honored. |1

Rankings

1st place: Harry Potter's Hogwarts Express, Universal Orlando Resort, Orlando/Florida

9th place: Bayside Skyride at SeaWorld, San Diego/California

www.themeparkinsider.com/flume/201408/4172/

Save the Date

In April 2015, the Doppelmayr/Garaventa Group will once again be presenting exciting highlights at the Interalpin show. Take this opportunity to visit the leading international trade fair for alpine technologies and join us on our stand. We'll be pleased to show you genuine innovations from the world of ropeways. |

In memoriam Andrea Doppelmayr

Andrea Doppelmayr passed away on October 19, 2014 at the age of just 51 after battling serious illness. Since 1979, Andrea had taken care of customer hospitality and training in the family-owned company. She continually represented Doppelmayr around the world at trade shows, during customer visits and at ropeway opening ceremonies. She is remembered for her great warmth and humanity – particularly towards other cultures. Thank you, Andrea, for the time we spent with you. |

OPEV President Walter Wagner (1st from left), and Gerlind Weber, granddaughter of Austrian turbine developer Viktor Kaplan (4th from left), present the decoration of honor for outstanding services in the field of invention to Doppelmayr representatives Christoph Hinteregger and Gernot Fischer.

Award for innovative ideas

In mid-October 2014, Doppelmayr was honored with the Kaplan Medal by the Austrian Association of Innovators, Patentees and Inventors (OPEV). The coveted medal, which is named after the inventor of the eponymous turbine, Prof. Dr. Viktor Kaplan, was awarded to Doppelmayr in the category "Inventions and Innovations". The idea behind the award is to motivate innovative minds to develop outstanding products and services in Austria as a country with few natural resources. |

Imprint

Proprietor, editor and publisher: Doppelmayr Seilbahnen GmbH, Postfach 20, Rickenbacherstraße 8-10, 6922 Wolfurt, Austria, dm@doppelmayr.com, www.doppelmayr.com; text and editing: Doppelmayr Seilbahnen GmbH in collaboration with ikp Vorarlberg GmbH, www.ikp.at; graphics and layout: Doppelmayr Seilbahnen GmbH in collaboration with KONZETT BRENNDÖRFER, www.agenturkb.com; photos: Doppelmayr; printing: Thurnher, Rankweil; editorial policy pursuant to §25 Media Act: up-to-date information for customers, partners and employees of the Doppelmayr/Garaventa Group; publication frequency: the magazine is published three times a year and distributed free of charge to customers and partners of the Doppelmayr Group. Reprinting only permitted with statement of source and explicit written authority; status: December 2014; errors and omissions excepted; General Terms and Conditions apply.

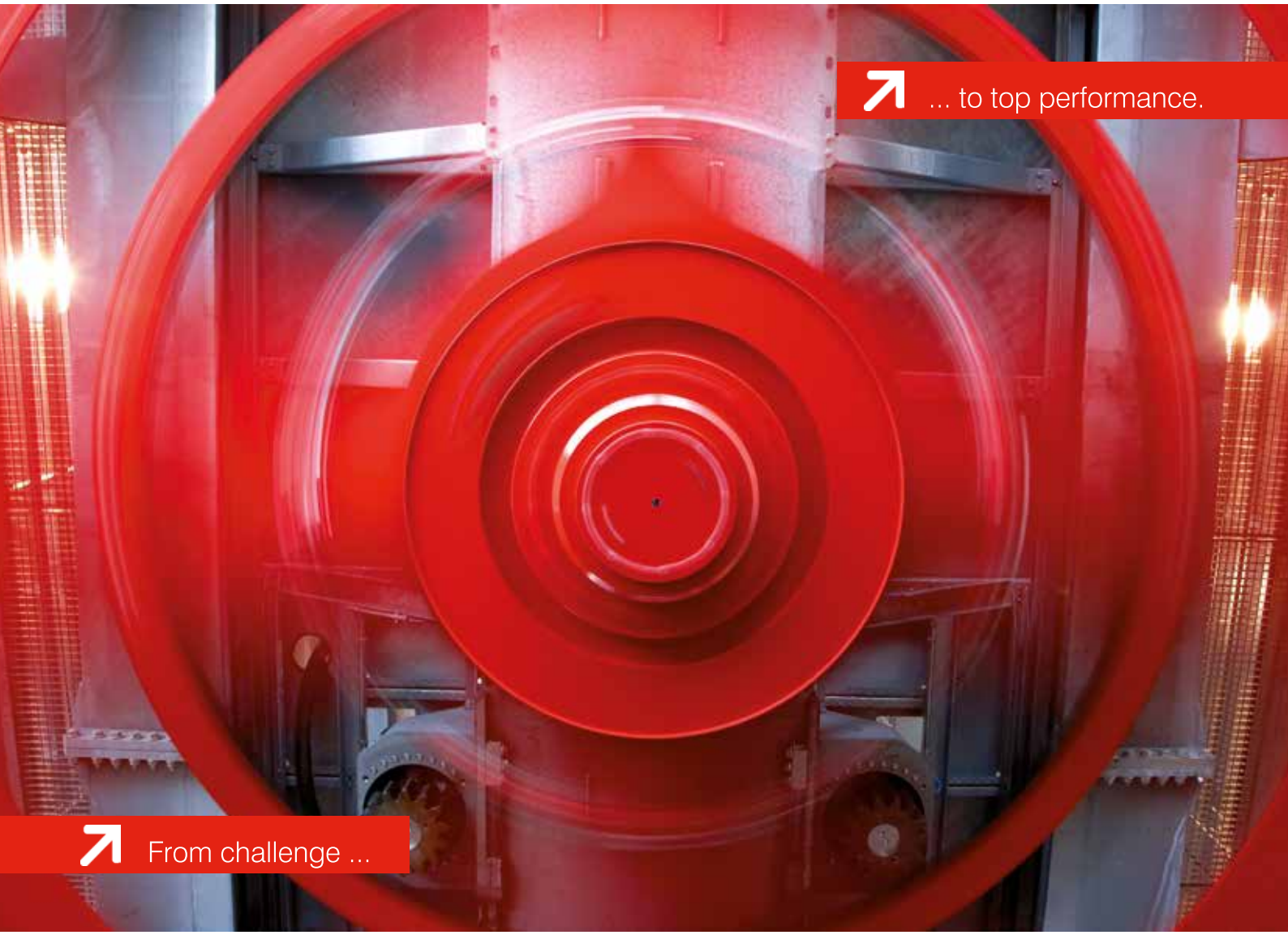
www.doppelmayr.com

The World of Ropeways

Flexibility, commitment and extensive know-how make Doppelmayr/Garaventa ideally equipped to meet all the challenges of traditional and new markets. All employees at Doppelmayr/Garaventa see technical progress as a big opportunity to provide top performance. That is why every new ropeway installation is adapted with great care and sensitivity in close collaboration with the customer to suit the task and the terrain. Safety and comfort are always the top priority.

A close-knit network of service and maintenance centers also ensures prompt and dependable customer support. Taking the long view, identifying trends, creating innovations – these are the strengths Doppelmayr/Garaventa customers can count on. For you we build the best ropeway solutions in the world.

www.doppelmayr.com



Doppelmayr Seilbahnen GmbH, Rickenbacherstraße 8-10, Postfach 20, 6922 Wolfurt / Austria
Garaventa AG, Birkenstrasse 47, 6343 Rotkreuz / Switzerland